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IDEA 1267

Copy 9 of 14

24 MAY 1963

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report - Materiel Staff Visit to Detachment H
10-11 May 1963 (IDEALIST)

25X1A 1. Lt. Colonel [REDACTED] MD/OSA, and Mr. [REDACTED]
25X1A [REDACTED] MD/OSA, visited Detachment H, 10-11 May 1963, to
25X1A assist the Detachment Commander with aircraft maintenance and
construction problems.

2. During the visit, the following items were discussed:

25X1A a. Auto Pilot problems. For a number of days prior
25X1A to this visit, Article 355 had been out of commission due
to auto pilot difficulties. Mr. [REDACTED] LAC, and
Mr. [REDACTED] Rep, had been sent to
Detachment H at Headquarters direction to assist in auto
pilot repair. Just prior to my arrival, the trouble had
been determined and the aircraft was in commission. After
talking with all concerned, I feel the trouble stemmed
from several sources.

25X1A (1) Three auto pilot amplifiers shorted out as
soon as power was applied to the system. This led
25X1A Detachment maintenance personnel to believe the
trouble was within the aircraft when actually all
three amplifiers had been improperly wired at over-
haul and were unusable. Mr. [REDACTED] LAC, will take
action with [REDACTED] to improve this situation.

25X1A (2) Pilot techniques may also be involved. The
25X1A [REDACTED] on location determined the aircraft flew
very well two to three knots above the dash one
25X1A recommended speed at extreme altitudes. Our [REDACTED]
felt the [REDACTED] were flying the aircraft in the
buffet zone and had been attributing the difficulties
to auto pilot jitters.

25X1A (3) Mr. [REDACTED] the Detachment H auto pilot
25X1A rep, is on his first U-2 assignment and must be considered
25X1A to be on a learning curve. The Detachment Commander,
[REDACTED] all agree Mr. [REDACTED] is the
best rep available and should remain in place. He is
learning rapidly and soon should be an excellent auto
pilot technician.

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b. The problem of inverters being damaged in shipment was brought up during my visit. Maintenance personnel indicate a large percentage of the inverters appear to receive very rough handling enroute and that the present packaging could be improved. Mr. [REDACTED] will take action to improve packing procedures at LAC.

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c. Procedures were established with the [REDACTED] to analyze Detachment H special fuel. Major [REDACTED], Commander, MAAMA Detachment 18, was contacted and detailed procedures were worked out to analyze our fuel within the [REDACTED] theater. Major [REDACTED] indicated this lab processes U-2 fuel often and that one more sample would not cause any special concern within the lab.

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d. Lt. Colonel [REDACTED] indicated local support for housekeeping and medical supplies from the 6213th Support Squadron was very poor. Most requisitions were being returned due to lack of funds. MD/OSA will take action to improve this situation.

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5. I raised the question of replacing the present supply officer's slot with that of materiel officer to give both supply and maintenance support to the Commander. Colonel [REDACTED] felt this was not necessary at this time because the new Commander has considerable maintenance background and should be able to fill this function adequately. He also mentioned that the supply officer's present duties require his full time and replacing him with a materiel type would be of no help to the maintenance side of the house.

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6. An additional report will be submitted by Mr. [REDACTED] to cover the construction items discussed.

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Lt. Colonel USAF
MO/MD/OSA-DD/R

MD/OSA [REDACTED] ad (23 May 63)

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